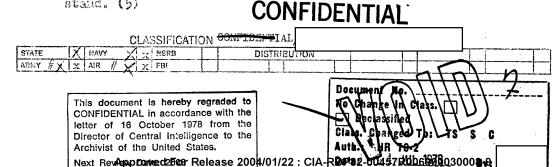
Approved For Release 2004/01/22 : CIA-RDP82-00457R006900030008-9 INFORMATION REPORT CD NO **CONFIDENTIAL** carried out to thousand uplass) SUBJECT Aircraft Engine Plant No. 500 in Mascow-Tushino NO OF PAGES 25X1 25X CQUIRE NO. OF ENCLS. DATE OF SUPPLEMENT TO 25X1NFO. REPORT NO THIS DOCUMENT CONTAINS IRPORNATION AFFECTING YAL RATIONAL DEFENSE OF THE HIRTS STRIES, WITHIN THE MACHING OF TITLE 16, SECTIORS 785 AND 79' OF THE U. S. COD. AS ASSENDED. ITS TRANSMISSION OR REVEL ATMOS OF THE CONTRACT TO OR RECEIPT OF W. UNAUTHORIZED PERSON OF PROPERTIES DEVIANT TO OR RECEIPT OF THE FORM UNAUTHORIZED PERSON IN PROPERTIES DEVIANT THE REPRODUCTION OF THIS FORM IS PROMISED. THIS IS UNEVALUATED INFORMATION IS PROFIRED OF ANY THE REPRODUCTION OF THE

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- Zavod 10 was incorporated into Plant No 500 in 1946. Workshop 63 was equipped as a box factory in early 1948 and was attached to Plant No 500 with a test stand. According to Soviet statements, the plant located north of the Shodnya Canal was redesignated workshop No 80 and incorporated into Plant No 500 in 1947/1948. Soviets stated that buses for the city of Noscow were being built in workshop No 30. (1)
- Up to early 1948 only the noise made by large aircraft engines was heard from the old test stand. The hissing sound of turbines was heard after the beginning of 1948. Work on the manufacture of turbine crates, 2.5x2x1.5 meters, was started in workshop No 63 about the same time. (2)
- The plant received its electric current via a high-tension line. 3。
- The new test stand was completed in August 1949 and was headed by an air force senior lieutenant. (3)
- An annex with windows was attached to the northern side of the new west stand. On the western side the main building was subdivided into five sections with radiator-like windows. Five large chambers could be determined from without. The test stand was a steel and nasonry structure. (4)
- 6. After August 1949 two or three turbines were running day and night at the test stand. The turbines were tested for an average of 8 this assumption with the observation to 10 hours. that short interruptions occurred frequently while there was a long pause after about eight hours. The turbines, which were about 22 naters long and 1 meter in diameter, were trucked to the test stand. (5)



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To	The civilian manager of the plant was assisted by a staff of all force officers. From 30 to 40 air force officers, senior flowtenans and captains, walked into the plant daily. In the fall of 1749, 60 German engineers who had previously worked at the plant left for Kuibyshev, according to Soviets. (6)	
S.	Turbine egines were being tested in around-the-clock activities at the old and the new test stand. It is believed that three to five turbine segmes were manufactured daily. An unusual device was seen at the sarap dump. It was a hollow disk about 30 cm in diameter with an opening in the middle about 10 cm in diameter. The interior side of the disk was fitted with thin fins 2 to 3 cm wide at 1 cm apart. (7)	
9.	PW Camp No '395 was housed in the carpenter shop where the crates were naturactived. Two different types of water-tight boxes, T 5-200 and 11, were naturactived. A total of about 340 boxes were cantifatived. The T 6-200 type was lettered "Don't Tilt" and "conserve until" Every two or three days these boxes were trunked to that No 500. Source could not hake any statements as to whether in number of crates manufactured was directly connected with the owner of the plant.	
(1)	Commenus.  This information is considered credible. The plant located north of the canal was Airframe Plant No 52 which, according to Sowiet press reports, his converted to the production of trolley buses in 1946. The catager was Agurejev, (fnu). That this plant was re-incorporated into the aircraft industry in 1947/1946 was reported for the first time, but would coincide with the expansion of the Sowiet air force industry. According to a previous report components for industry buses were produced in Plant No 500 in the spring of 1947. For layout sketch of direraft Plant, see Annex 1.	
	Almost all source reporting state that the production of jet engines was stared about the spring of 1940. These engines were tested at the olitest stands.	
	The reported dat of the completion of the new test stand agrees with available iformation.	,
(4)	The data on the imensions of the new test stand agree with pre- vious informatio For sketch of new test stand,	
(5)	see Annex?. From those meastements it appears that a radial engine was concerned, a fact sich is hinted at in some reference reports. The estimated resements agree fairly well with those of the original	
(6)	"Hene power plat", The transfer of these Jerman engineers, a Junkers organization unde	r
(7)	Gerlach, (fnu), s confirmed. The disk seems to be a component part of the compressor. See	
	Annex 3, shotek), for shetch of device.  Two different : was of crates were dentioned in reference reports.  It is believed that the T 6-200 type crate is used for the shipping of the jet engine and the T-L1 type box for the shipping of spare parts. The later box is believed to be too small to hold an axial flow engine of ope JUNO or BLW. In this case the stated rate of production of tree to five jet engines daily would not only agree with the praviously rejorted output of five engines daily in December 1949, but would also agree with the number of crates manufactured.  In another report the weekly output	,e-

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25X1 the carpenter shop for the production of crates was called 23 of 70, whereas it is called workshop 53 in present report. See shotthes 6 and 7, innex 4, for drawing of these crates. In this comore

## Annexes:

Layout Sketch of Aircraft Engine Plant No. 500 Sketches of New and Old Test Stands Sketches of New Test Stand and Device Found at Scrap Dump

4. Sketches of Shipping Crates

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